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## CLAIM AMENDMENTS

1. (Currently amended) Method of muffling the noise of successive components, by which an intermediate layer is placed between the two components, which are spaced away from one other at least in regions, and by which method, as a result of the intermediate layer, ~~the~~ sound transmission and/or vibration transmission from one component into the other is reduced, said method comprising:

inserting an air cushion as ~~an~~ the intermediate layer, and ~~placing~~ expanding the air cushion so that the air cushion rests at least indirectly ~~on~~ against at least one surface respectively of each of the components.

2. (Original) Method according to Claim 1, wherein the internal gas pressure in the air cushion is increased after its installation for placing the air cushion against the components.

3. (Currently amended) Method according to Claim 1, wherein the internal gas pressure in the air cushion is increased after ~~the~~ mutual connection of the two components.

4. (Currently amended) Method according to Claim 1, wherein the air cushion is inserted with a gas volume which is no more than slight during ~~the~~ mounting of the two components to be muffled.

5. (Currently amended) Method according to Claim 1, wherein an elastic material is selected as material for ~~the~~ a cover of the air cushion at least in regions of the cover.

6. (Currently amended) Method according to Claim 1, wherein a muffling-active material is selected as material ~~of the~~ for a cover of the air cushion at least in regions of the cover.

7. (Currently amended) Method according to Claim 2, wherein the air cushion is closed in a gastight manner after ~~the~~ admission of pressure.

8. (Original) Method according to Claim 1, wherein the air cushion is adapted in its shape approximately to the cavity between the two components.

9. (Currently amended) Method according to Claim 1, wherein, ~~in the case of~~ a motor vehicle, particularly a passenger car or a truck, ~~the~~ a gas space of the air cushion is fluidically connected with a blower, particularly with a heater and/or an air conditioner.

10. (Currently amended) Method according to Claim 9, wherein warm air and/or air-conditioned air is caused to flow through gas passage openings arranged in ~~the~~ a cover of the air cushion into the vehicle occupant compartment of the motor vehicle.

11. (Currently amended) Method according to Claim 1, wherein ~~the~~ internal pressure of the air cushion is changed as a function of ~~the~~ frequencies to be muffled.

12. (Currently amended) Noise absorber for successive components, which noise absorber is arranged between two components arranged away from one another at least in regions, wherein the noise absorber is at least one air cushion which is ~~placed~~ expandable so that it rests at least indirectly on at least one surface respectively of each of the components.

13. (Original) Noise absorber according to Claim 12, wherein the air cushion has a gas supply opening.

14. (Currently amended) Noise absorber according to Claim 12, wherein ~~the material of the~~ a cover of the air cushion is of a material which is elastic.

15. (Currently amended) Noise absorber according to Claim 12, wherein ~~the material of the~~ a cover of the air cushion is of a material which is muffling-active.

16. (Currently amended) Noise absorber according to Claim 13, wherein the gas ~~feeding~~ supply opening can be closed in a gastight manner.

17. (Original) Noise absorber according to Claim 12, wherein the air cushion is fluidically connected with a gas-feeding blower.

18. (Currently amended) Noise absorber according to Claim 17, wherein ~~the~~ a cover of the air cushion has gas passage openings.

19. (Currently amended) Noise absorber according to Claim 17, wherein, ~~in the case of~~ a motor vehicle, particularly a passenger car or a truck, the blower is connected with ~~the~~ a heater and/or air conditioner.

20. (Currently amended) A passenger motor vehicle assembly comprising:

two vehicle components spaced from one another, and  
an air cushion placed between the vehicle components and having respective air cushion cover surface sections; ~~and~~

wherein said air cushion includes an internal cavity connectable with a pressure source operable to increase pressure in the cavity and press said cover surface sections toward the respective components so that said cover surface sections contact the respective components when in an installed position thereby forming a sound muffling assembly between the components.

21. (Original) A passenger motor vehicle assembly according to claim 20, comprising a pressure source for increasing the pressure in the cavity.

22. (Original) A passenger motor vehicle assembly according to claim 21, wherein the pressure source is a blower of a vehicle air conditioning system.

23. (Original) A passenger motor vehicle assembly according to claim 22, wherein one of said components faces an interior passenger space of a vehicle.

24. (Original) A passenger motor vehicle assembly according to claim 20, wherein one of said components faces an interior passenger space of a vehicle.

25. (Currently amended) A passenger motor vehicle assembly according to claim 20, wherein said air cushion has cover surface sections of different ~~thickness~~-~~facing~~ thicknesses, and wherein each of the cover surface sections respectively faces one of the ~~respective~~ components.

26. (Currently amended) A method of muffling noise transfer between two passenger vehicle components which are spaced from one another, comprising:

placing an air cushion between the vehicle components with respective air cushion cover surface sections facing respective ones of the components, and

subsequently applying pressure to said air cushion to thereby force the cover surface sections toward an operating position ~~pressed~~ in which the cover surface sections rest against the vehicle components.

27. (Currently amended) A method according to claim 26, wherein said air cushion has cover surface sections of different ~~thickness-facing~~ thicknesses, and wherein each of the cover sections respectively faces one of the ~~respective~~ components.

28. (Currently amended) A method according to claim 26, comprising varying pressure of said air cushion ~~independence of~~ depending on predetermined frequencies of sound to be muffled.

29. (Currently amended) A method according to claim 26, wherein ~~said~~ applying pressure includes directing air flow from an air conditioner to said air cushion.